



STAN-EVAL NOTES
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY
7401 Airfield Drive
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Counter Weights and Flutter: Checking the condition of counterweights on control services is an essential part of any preflight. Loose or missing counter weights are a no fly item. Counter weights prevent flutter which can tear an aircraft apart in just a few seconds. Our fleet of Cessna a/c has counter weights on all control surfaces. Know what they look like, how many there are, and ensure that the rivets have not worked loose. It's especially important to check these if control surfaces have been removed for MX issues or if the a/c has suffered an animal strike.

Despite a thorough preflight, it's possible to encounter flutter if there is a bird strike in air or other metal bending event. Exceeding the never exceed speed also leads to flutter. The onset of flutter is usually a buzzing sound followed by uncontrollable bending and flexing of aerodynamic surfaces, followed by structural failure. If there is any indication of flutter you must slow down immediately. Lowering airspeed is the only way to stop it.

Resetting Circuit Breakers: Until recently, the general consensus was that if a circuit breaker popped during flight it could be reset once. Recent changes to FAA guidance recommend that pilots not reset any circuit breaker in flight unless it is essential for flight. (See Special Airworthiness Information Bulletin CE-10-11, available on the FAA website). This change is the result of an accident that caused the loss of an aircraft due to resetting a breaker.

Some POHs may call for the resetting of breakers when completing abnormal or emergency checklists. If this is the case, pilots should carefully consider the circumstances that may have caused the C/B to pop, and weigh the benefits of resetting the breaker against any possible consequences.

1. Know what C/Bs are essential for flight. In light GA aircraft, there are very few systems that we actually require to have operational during an emergency, especially during VFR operations.
2. "Essential" C/Bs should be reset in flight only once, and only:
 - a. after at least one minute;
 - b. if there is no remaining smoke or "burning smell"; and
 - c. the affected system and equipment is needed/essential for the operational environment.
3. Do not reset any non-essential C/Bs in flight.
4. Revise the preflight checklist to delete "Circuit breakers-In" if applicable and insert: "Check circuit breakers and if a circuit breaker is not set, do not reset the circuit breaker if there is a related maintenance malfunction."

Pilots should NEVER reset a circuit breaker that trips more than once. Leave it alone and contact the wing maintenance officer upon landing to arrange for troubleshooting and corrective action.

Do You Have a Plastic Pilot Certificate?: Effective March 31, 2010, all pilots acting as required crewmembers are required to have the “new style” plastic FAA airman’s certificate (See the image below for an example).

To get the new counterfeit-resistant certificates, you have to fill out a form and mail it to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, or you can do it online at the FAA’s Airmen Services website:

http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/.

If you plan on submitting forms by mail, please do so quickly as it can take up to 8-10 weeks for your request to be processed. Online applications take up to 2-3 weeks but are often processed much quicker.



If you have not yet removed your Social Security Number from your certificate, you can make this request in the same manner. Replacement certificates are FREE if you have not removed your SSN.

It's worth noting that when you receive your replacement certificate, the date of issue will be revised to the current date, so be sure to keep your old certificate as a souvenir!

TSA Flight School Security Awareness Training: *49 CFR Subpart B, Flight School Security Awareness Training*, requires that flight schools ensure each of its flight school employees who has direct contact with students (including flight instructors, ground instructors, chief instructors, administrative personnel who have direct contact with students, and independent instructors not working for a flight school) receives both initial and recurrent annual security awareness training.

If you are an active CFI working with students of any type (including CAP instructors), you are required to have completed the TSA training course within the past 12 months. Now is a good time to renew your training and refresh your knowledge of airport security procedures.

The training course is available online at:

http://www.tsa.gov/what_we_do/tsnm/general_aviation/flight_school_security.shtm.

Additional information is also available at this website or in the following document:

http://www.tsa.gov/assets/pdf/recurrent_flight_school_module.pdf